

NORTH BAYSHORE PRECISE PLAN SUBSEQUENT EIR

EIR OVERVIEW

PROJECT LOCATION

The approximately 650-acre North Bayshore Precise Plan area is located in the northern portion of the City of Mountain View, in northern Santa Clara County. The project site is bordered by the Shoreline at Mountain View Regional Park and the San Francisco Bay to the north, U.S. Highway 101 (US 101) to the south, the City of Palo Alto to the west, and Moffett Federal Airfield and the National Aeronautics and Space Administration (NASA)/Ames Research Center to the east.

The Stevens Creek trail corridor and the Santiago Villa mobile home park are also located east of and adjacent to the project site.



PROJECT OVERVIEW

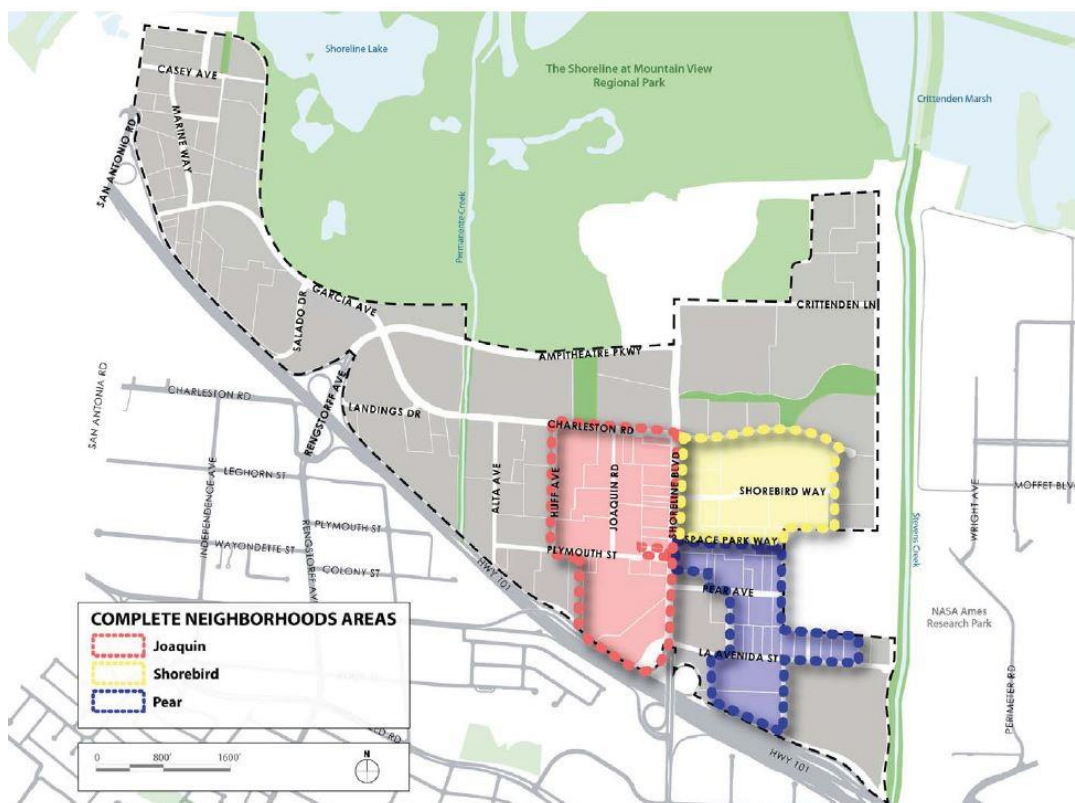
The proposed project consists of City-initiated revisions to the Mountain View 2030 General Plan and *P(39) North Bayshore Precise Plan* zoning district to allow residential uses in addition to office and commercial uses. The adopted North Bayshore Precise Plan provides a vision, guiding principles, development standards, and design guidelines for the properties in this area, in conformance with the 2030 General Plan vision for the North Bayshore Change Area.

The project proposes to amend the Mountain View 2030 General Plan Map to expand the boundary for residential uses, consistent with the proposed revisions to the North Bayshore Precise Plan. Up to 9,850 new multi-family residential units would be allowed under the amended 2030 General Plan and North Bayshore Precise Plan, in addition to 3.6 million square feet of office and commercial development. The project area would also include new or enhanced parks and trails, and new public streets. The amended Precise Plan would allow a mix of multi-family units, including a goal of up to 70 percent one-bedroom and “micro” units,¹ with the remaining 30 percent comprised of two- and three-bedroom units.

¹ “Micro” units are defined as approximately 300-350 square feet in size, with some shared common areas.

The proposed residential uses would be located in the central portion of the Precise Plan area, and would have a 2030 General Plan land use designation of either *North Bayshore Mixed-Use* or *Mixed-Use Center*. The existing North Bayshore Residential Uses Boundary would be removed from the General Plan land use map. The General Plan was amended in 2015 for the area to allow residential uses. A 1.0 floor area ratio (FAR) General Plan text amendment for residential uses is proposed to support the Precise Plan’s affordable housing strategy, discussed in Section 3.4.1 of the Precise Plan.

The amended North Bayshore Precise Plan also includes a “Complete Neighborhoods” strategy, which is envisioned to support a mix of land uses, amenities and services. The amended Precise Plan includes an increase in retail and supporting services over the existing plan, and would include neighborhood-serving retail in several locations along Shoreline Boulevard and regional retail in the Gateway Character Area. The Precise Plan includes a goal of a minimum of 20 percent affordable housing units within the North Bayshore district.



ENVIRONMENTAL IMPACTS

Overview

The following section focuses on the **significant effects** of the proposed project on the environment and mitigation measures proposed to reduce the effects under each section. A significant effect on the environment means a substantial, or potentially substantial, adverse change on the environment.

The North Bayshore Precise Plan SEIR includes discussion of a number of Impacts that were found to be **less than significant**, and which do not require mitigation measures. These sections are not described in detail in this overview, but can be found in the following locations in the SEIR text:

- **Aesthetics.** Section 4.1, Pages 126-140 of the Draft SEIR.
- **Cultural Resources.** Section 4.4, Pages 227-239 of the Draft SEIR.
- **Energy.** Section 4.5, Pages 240-250 of the Draft SEIR.
- **Geology, Soils, and Mineral Resources.** Section 4.6, Pages 251-260 of the Draft SEIR.
- **Hydrology and Water Quality.** Section 4.9, Pages 313-339 of the Draft SEIR.
- **Land Use and Planning.** Section 4.10, Pages 340-355 of the Draft SEIR.
- **Population and Housing.** Section 4.12, Pages 379-387 of the Draft SEIR.
- **Public Services and Recreation.** Section 4.13, Pages 388-403 and Appendix I of the Draft SEIR.
- **Utilities and Service Systems.** Section 4.15, Pages 541-567 and Appendices K and L of the Draft SEIR.

The transportation analysis for the EIR involved substantial analysis and modeling. To provide additional information and context to this analysis, a City of Mountain View staff report from April 25, 2017 is included as Appendix G to this EIR.

Significant Effects on the Environment

The sections of the EIR that discuss impact areas with significant impacts are described below. Mitigation measures are available for some of these impacts, but other impacts would remain significant and unavoidable. (Less than significant impacts for each of these sections are listed by number.)

Air Quality. Section 4.2, Pages 141-173 and Appendix E of the Draft SEIR.

Impact AQ-1: Consistency with the Clean Air Plan. **[Less Than Significant Impact]**

Impacts AQ-2, AQ-3: Future development of the Precise Plan could result in impacts from dust and resident's exposure to toxic air contaminants during construction of new uses. Mitigation measures **MM AQ-2.1 and AQ-2.2, and AQ-3.1** to reduce air quality impacts during construction and demolition of future projects would reduce these impacts to a less

than significant level. Refer to pages 158, 159, and 161 of the Draft SEIR for the complete text of the mitigation measures. **[Less Than Significant Impacts with Mitigation Measures]**

Impact AQ-4: Future residential uses could also be exposed to toxic air contaminants from existing mobile and stationary sources. Mitigation measure **MM AQ-4.1** requiring site planning and analysis prior to development would reduce this impact to less than significant. Refer to pages 168-169 of the Draft SEIR for the complete text of the mitigation measure. **[Less Than Significant Impact with Mitigation Measures]**

Impact AQ-5: Odors. **[Less Than Significant Impact]**

Impacts C-AQ-1, C-AQ-2, C-AQ-3: Cumulative Air Quality Impacts. **[Less Than Significant Cumulative Impacts]**

Biological Resources. Section 4.3, Pages 174-226 and Appendices F and G of the Draft SEIR.

Impacts BIO-1 to Impact BIO-9, BIO-12: **[Less Than Significant Impacts]**

Impacts BIO-10 to BIO-12: Stevens Creek Bridge: The Precise Plan includes a strategy for a potential bridge over Stevens Creek, at either Charleston Road and/or La Avenida Avenue. Environmental review for a bridge was included in the SEIR at a program level –further study would be required when a specific bridge location is selected and the bridge is designed for particular vehicles such as transit and potentially carpools. Program-level mitigation measures **MM BIO-10.1 to 10.10, and MM BIO-11.1**, would be implemented during future construction of a bridge. The complete list of these mitigation measures is included in the bridge impact discussion in Section 4.3.5.3 of the SEIR. Consistency with these measures would reduce biological impacts from bridge development to a less than significant level. Refer to pages 212-200 of the Draft SEIR for the complete text of these mitigation measures. **[Less Than Significant Impacts with Mitigation Measures]**

Impacts C-BIO-1, C-BIO-2, C-BIO-3: **[Less Than Significant Cumulative Impacts]**

Greenhouse Gas Emissions. Section 4.7, Pages 261-276 and Appendix E of the Draft SEIR.

Impacts GHG-1, GHG-3, C-GHG-1: The City of Mountain View adopted the 2030 General Plan and Greenhouse Gas Reduction Program (GGRP) in 2012. The amended North Bayshore Precise Plan, since it requires a General Plan amendment to expand the boundaries for residential uses in the area, is not consistent with the GGRP. The amended Precise Plan is consistent with many measures in the GGRP; and proposes a number of standards and guidelines to reduce vehicle miles traveled, energy-efficiency measures, and employer and residential transportation demand management (TDM) plans.

Nonetheless, the annual emissions per service population (residents + employees) would exceed the City's established GGRP threshold of significance and the state's 2030 target. The EIR lists additional measures for new development in the area to implement to reduce this impact (mitigation measures **MM GHG-1.1 and GHG-1.2**), but it would remain a significant unavoidable impact. Refer to pages 269-270 for the complete text of the mitigation measures.

It should be noted that the addition of residential uses to North Bayshore would reduce the greenhouse gas emissions per service population compared to the existing condition or the 2030 buildout condition of the adopted Precise Plan, but would not reduce emissions below the City's threshold of significance, as shown in the following table:

2030 North Bayshore Precise Plan GHG Emissions [In Metric Tons of Carbon Dioxide Equivalents (MT of CO ₂ e)]			
Source Category	Existing 2015	Adopted 2030 North Bayshore Precise Plan	Amended 2030 North Bayshore Precise Plan
Area ¹	29	29	812
Energy Consumption	23,098	31,934	44,549
Mobile	151,247	205,034	250,537
Solid Waste Generation	1,362	3,388	6,060
Water Usage	8,041	7,078	8,091
Total	183,777	247,463	310,049
Efficiency Metric	7.2 ²	6.4 ³	5.4 ⁴
City GGRP 2030 Threshold	4.5 MT CO ₂ e/year/service population		
¹ Area sources include natural gas, hearths, landscape fuel, and use of consumer products.			
² Based on an existing service population of 25,600			
³ Based on a <i>North Bayshore Precise Plan</i> 2030 without project service population of 38,650.			
⁴ Based on a total proposed 2030 <i>North Bayshore Precise Plan</i> service population of 56,910.			
<u>Source:</u> Illingworth & Rodkin. <i>North Bayshore Precise Plan Air Quality and Greenhouse Gas Emissions Assessment</i> . February 14, 2017.			
Impacts GHG-1, GHG-3, and C-GHG-1 would remain significant and unavoidable after mitigation. [Significant Unavoidable Impacts]			

Impact GHG-2: Global climate change effects. **[Less Than Significant Impact]**

Hazards and Hazardous Materials. Section 4.8, Pages 277-312 and Appendix H of the Draft SEIR.

Impacts HAZ-1, HAZ-2, HAZ-4, and HAZ-5: [Less Than Significant Impact]

Impact HAZ-3: North Bayshore was an agricultural area until the late 1950's, when it was developed for industrial and manufacturing uses. These uses were in place for decades, prior to the more recent transition of the area to primarily office and commercial development. Soil and groundwater in much of the area has been impacted by these past uses, and this contamination is largely under remediation through the oversight of the US Environmental Protection Agency, the San Francisco Bay Regional Water Quality Control Board, and/or the California Department of Toxic Substance Control. The amended North Bayshore Precise Plan includes mitigation measures **MM HAZ-3.1 to -3.15** to reduce potential impacts from the existing contamination to construction workers, future residents and employees, and/or the general public in the area during construction and operation. Refer to pages 301-307 of the Draft SEIR for the complete text of these mitigation measures. **[Less Than Significant Impact with Mitigation Measures]**

Impact C-HAZ-1: [Less Than Significant Cumulative Impact]

Noise and Vibration. Section 4.11, Pages 356-378 and Appendix I of the Draft SEIR.

Impacts NOISE-1, NOISE-2, NOISE-3: [Less Than Significant Impacts]

Impact NOISE-4: Construction activities during implementation of the amended North Bayshore Precise Plan could result in significant ground-borne vibration impacts to existing structures. Mitigation measures **MM NOISE-4.1 to 4.3** would be required during implementation of the Precise Plan to reduce impacts from ground-borne vibration during construction to a less than significant level. Refer to pages 372-373 of the Draft SEIR for the complete text of these mitigation measures. **[Less Than Significant Impact with Mitigation Measures]**

Impacts C-NOISE-1: [Less Than Significant Cumulative Impacts]

Transportation/Traffic. Section 4.14, Pages 404-540 and Appendix J of the Draft SEIR.

Traffic and transportation issues are a primary focus of the SEIR. The transportation impact analysis (TIA) evaluated the preferred alternative endorsed by the City Council and described in the Precise Plan. The project the TIA evaluated is as follow:

- 3.6 million square feet of office and research and development (R&D) with supporting land uses (as compared to year 2015 conditions);
- 9,850 multi-family residential units;
- a residential unit mix of 70% studio and one-bedroom units, and 30% two- and three-bedroom units; and

- an average residential parking ratio of 1.2 spaces per dwelling unit.² While the Precise Plan's parking ratio goal is 0.6 spaces per unit, the TIA projected trip generation using a more conservative (i.e., higher) parking ratio as to not overstate the potential reduction in vehicle trip generation resulting from the project.

The residential development characteristics and resulting trip generation assumptions were based on the direction of the City Council, review by City staff, and accepted practice in traffic analysis. Other documents supported the development of the TIA and include a trip generation memorandum, and a traffic analysis of the capacity of the three vehicle gateways into North Bayshore (Shoreline Boulevard, Rengstorff Street, and San Antonio Road).

The EIR traffic analysis was based on the City's current methodology and the traffic thresholds of significance, which utilized vehicle level of service (LOS) as the determinant of significant environmental impacts. This methodology is also accepted by the Santa Clara Valley Transportation Authority (VTA).

The TIA analyzed transportation impacts under an Existing With Project scenario. The Existing With Project scenario is defined as:

- existing traffic volumes, plus
- the proposed amended North Bayshore Precise Plan, including residential and commercial land uses, plus
- priority transportation network infrastructure, and
- TDM programs proposed in the amended North Bayshore Precise Plan.

Under Existing With Project conditions, the project would result in the following significant traffic impacts:

Impact TRANS-1: Impacts to 22 project study intersections in either the AM and/or the PM peak hours. Mitigation measures are available for four of these intersections. The impacted intersections and available mitigation measures are described on pages 471-483.
[Significant Unavoidable Impact]

Impact TRANS-2: Impacts to 74 freeway segments in the AM peak hour (45 mixed-flow, 29 HOV lanes), and 84 freeway segments in the PM peak hour (62 mixed-flow and 22 HOV lanes). Mitigation measures are not available to fully reduce these impacts to a less than significant level, as freeway improvements are not under the City's control.
[Significant Unavoidable Impacts]

² While the Precise Plan's parking ratio goal is 0.6 spaces per unit, the TIA projected trip generation using a more conservative (i.e., higher) parking ratio.

Impact TRANS-4: Impacts to transit vehicle operations, in particular at those intersections with a significant and unavoidable traffic delay impact. No mitigation measures are available to fully reduce this impact to less than significant.

[Significant Unavoidable Impact]

The TIA also analyzed transportation impacts under a Year 2030 Cumulative With Project scenario, which is defined as:

- Year 2030 cumulative traffic volumes, based on forecasts from the citywide traffic model, including the proposed land uses,
- priority transportation network infrastructure, and
- TDM programs proposed in the amended North Bayshore Precise Plan.

Under Year 2030 Cumulative With Project Conditions, the project would result in the following significant impacts:

Impact C-TRANS-1: Impacts to 45 project study intersections in either the AM and/or the PM peak hours. Mitigation measures are available for six of these intersections. The impacted intersections and available mitigation measures are described on pages 513-532.

[Significant Unavoidable Cumulative Impact]

Impact C-TRANS-2: Impacts to 130 freeway segments in the AM peak hour (67 mixed-flow, 63 HOV lanes), and 121 freeway segments in the PM peak hour (65 mixed-flow and 56 HOV lanes). Mitigation measures are not available to fully reduce these impacts to less than significant level, as freeway improvements are not under the City's control.

[Significant Unavoidable Cumulative Impacts]

Impact C-TRANS-3: Impacts to transit vehicle operations, in particular at those intersections with a significant and unavoidable traffic delay impact determination. No mitigation measures are available to fully reduce this impact to less than significant.

[Significant Unavoidable Cumulative Impact]

Vehicle Miles Travelled (VMT): The City of Mountain View has been closely following new technical guidance regarding vehicle miles travelled through recent California legislation (Senate Bill 743). Once the legislation is implemented, vehicle LOS will no longer be used as a determinant of significant environmental impacts, and VMT analysis will be required. The implementation guidelines may be finalized sometime in 2017, and agencies will then have a specific timeframe to comply. The City of Mountain View has not started the process of defining baseline VMT methods, establishing significance threshold(s), or identifying acceptable VMT mitigation. In the interim, environmental impact analyses in Mountain View will continue to use the LOS criteria and standards adopted and used by the City and the VTA.

As supplemental information to the TIA, VMT estimates resulting from the project were prepared. The results of this analysis shows that if the proposed project adds substantial amounts of residential units to the employment uses in North Bayshore, the project would result in the following estimates of VMT.

VMT Per Service Population (Total VMT Accounting)				
	Existing Condition	Year 2030 Cumulative Condition without Project Condition	Year 2030 Cumulative With Project: Smaller Residential Units and Standard (1.2) Residential Parking Supply*	Year 2030 Cumulative With Project: Smaller Residential Units and Reduced (0.6) Residential Parking Supply
Vehicle Miles Traveled	1,001,640	1,208,320	1,655,690	1,518,040
1,518,040	25,600	38,650	56,910	56,910
VMT per Service Population	39.1	31.3	29.1	26.7
<p>*Project scenario studied in the SEIR.</p> <p><u>Note:</u> Service population is defined as the sum of all residents and employees. Service population and VMT are rounded to the nearest 10. Source: Fehr & Peers, 2016.</p>				

These results support the concept that providing housing near jobs increases the likelihood that trips can remain within a local area, thus shortening travel distances and increasing residents' ability to accomplish some travel needs by walking, cycling, or using short-distance transit.

These VMT estimates are described in the technical memorandum titled *North Bayshore Precise Plan with Residential – Vehicle Miles Traveled Estimates* (December 15, 2016) (refer to Appendix L of the revised *North Bayshore Precise Plan Transportation Impact Analysis*, attached to the Final SEIR). The VMT estimates were used as inputs to the SEIR air quality and greenhouse gas emissions analysis.

Note: The SEIR also describes “alternatives considered, but rejected.” One of these rejected project alternatives (Design Alternative) assumed a lower residential parking ratio (0.6 spaces per unit versus 1.2 spaces per unit) further reducing vehicle miles traveled. A further reduction in the residential parking ratio was not considered feasible at this time for the purpose of this environmental analysis, however, given the currently limited multi-modal infrastructure and services available in the area. For future reference, it should be noted that with this alternative, VMT per service population decreases approximately eight (8) percent within the North Bayshore area, and approximately two (2) percent citywide.

Impact TRANS-3, TRANS-5, TRANS-6: **[Less Than Significant Impacts]**

Impact C-TRANS-4, C-TRANS-5: **[Less Than Significant Cumulative Impacts]**

Other CEQA Sections:

Growth-inducing Impacts. Section 5.0, Pages 568-570.

The proposed amended North Bayshore Precise Plan includes approximately the same amount of commercial and office space as the adopted North Bayshore Precise Plan. Changes in the type of employment space and the way space is used has resulted in a higher projection of jobs for buildout of the North Bayshore Precise Plan area, and the individual subject areas of this SEIR address the indirect effects of the increased employment. For these reasons, while the proposed amended North Bayshore Precise Plan would result in more jobs than the currently adopted Precise Plan, the proposed project is not considered to directly or indirectly foster economic growth.

The project site is located within the incorporated limits of the City of Mountain View, and implementation of the amended North Bayshore Precise Plan would not result in an expansion of urban services or the pressure to expand beyond the City's existing Sphere of Influence.

The project would not open undeveloped land to further growth, or provide expanded utility capacity that would be available to serve future unplanned development. With development consistent with policies of the North Bayshore Precise Plan, the project would not tax community services to the extent that construction of new facilities would be necessary. The project would facilitate the reuse and intensification of office/light industrial land in an existing urban setting, consistent with goals and policies the City's General Plan. For the reasons described above, the project would not result in a significant growth-inducing impact.

Significant and Irreversible Environmental Changes. Section 6.0, Pages 571-572.

Implementation of the proposed amended North Bayshore Precise Plan, including demolition of existing buildings and structures and construction of newer, likely larger buildings would require the use and consumption of nonrenewable resources, such as fossil fuels and metals. The standards and guidelines in the proposed Precise Plan would support sustainable energy consumption through efficiency, conservation and sustainable production through increased use of renewable energy sources. The development of the Precise Plan would promote transit ridership, and resulting in the conservation of fossil fuels.

Although development associated with the North Bayshore Precise Plan would allow more intense development in this area, these land uses would benefit the City and the region by providing sustainably-developed and well-planned commercial and residential development within an existing urban area. Mitigation measures included in the Draft SEIR would reduce irreversible or nearly irreversible effects from a potential major hazardous waste release to

less than significant level. For these reasons, the amended North Bayshore Precise Plan would not result in significant and irreversible environmental changes.

Significant and Unavoidable Impacts. Section 7.0, Pages 573-575 (also described above):

Transportation and Traffic:

- **Intersection Impacts:** Under Existing With Project Conditions, implementation of the proposed project would increase motor vehicle traffic and congestion.
- **Freeway Impacts:** Project traffic would result in impacts to 74 freeway segments in the AM peak hour (45 mixed-flow, 29 HOV lanes), and 84 freeway segments in the PM peak hour (62 mixed-flow and 22 HOV lanes) under Existing With Project Conditions.
- **Transit Vehicle Delay Impacts:** The project would have a **significant and unavoidable** effect on transit vehicle operations.
- **Cumulative Transportation Impacts:** The cumulative projects, including the amended Precise Plan, would result in cumulatively **significant and unavoidable** impacts to intersections, freeway segments, and transit levels of service under Year 2030 Cumulative With Project conditions:
 - Implementation of the proposed Precise Plan would result in significant and unavoidable impacts to 39 intersections during either the AM and/or PM peak hours/
 - Implementation of the project would result in a cumulatively considerable contribution to impacts to 130 freeway segments in the AM peak hour (67 mixed-flow, 63 HOV lanes) and 121 freeway segments in the PM peak hour (65 mixed-flow and 56 HOV lanes).
 - Implementation of the amended North Bayshore Precise Plan would have a significant and unavoidable cumulative effect on transit vehicle operations, in particular at those intersections with a **significant and unavoidable** impact determination for traffic delay.

Greenhouse Gas Emissions

- **Operational Emissions:** Under the 2030 full buildout of the amended North Bayshore Precise Plan, annual service population emissions would exceed the City's established GGRP threshold. The project would require new development to implement feasible energy efficiency and TDM measures identified in the City's GGRP and North Bayshore Precise Plan to minimize impacts; however, these measures would not reduce impacts to a less than significant level. This impact is, therefore, **significant and unavoidable**.
- **Consistency with Plans:**
 - *Plan Bay Area:* North Bayshore is within a PDA identified by the City of Mountain View in the regional Plan Bay Area document. This PDA designation calls for an

intensification of existing land uses, particularly near transit locations, to create a more sustainable land use pattern over time. The amended Precise Plan increases the amount of residential and commercial development allowed in the North Bayshore area, consistent with what is envisioned for PDAs in Plan Bay Area to concentrate growth in PDA's. The Precise Plan also includes highly sustainable and innovative performance standards for new development, including transportation performance standards. The amended Precise Plan, therefore, is consistent with Plan Bay Area.

- *Greenhouse Gas Reduction Program:* New development will be required to implement TDM measures and other emissions-reduction features in the GGRP and the additional housing could allow for internalization of trips or increased walking or bicycling trips. However, total emissions in the North Bayshore area are projected to increase beyond those previously assumed in the City's GGRP. Therefore, implementation of the Precise Plan would conflict with plans, policies, or regulations for reducing GHG emissions adopted by the California legislature, CARB, BAAQMD, and City of Mountain View. This impact is, therefore, **significant and unavoidable**.
- **Cumulative Greenhouse Gas Emissions:** The amended Precise Plan would result in a significant cumulative impact to global climate change because the projected GHG emissions per service population in 2030 would exceed the average carbon-efficiency target in the City's GGRP to maintain a trajectory to meet statewide 2050 goals. These are the same impacts as those identified previously in the project impacts. This impact is, therefore, **significant and unavoidable**.

Alternatives

The purpose of analyzing alternatives in an EIR is to identify ways to substantially lessen or avoid the significant effects that a proposed project may have on the environment. The range of alternatives selected for analysis is governed by the "rule of reason," which requires the EIR to discuss only those alternatives necessary to permit a reasoned choice. Although the alternatives do not have to meet every goal and objective set for the proposed project, they should "feasibly attain most of the basic objectives of the project."

Three project alternatives were discussed in the SEIR:

- **No Project Alternative:** The adopted North Bayshore Precise Plan (2014) allows development of up to 3.4 million square feet of office and commercial development within the area, consistent with the 2030 General Plan and the policies of the Precise Plan. In 2015, the 2030 General Plan was amended to allow up to 1,100 multi-family dwelling units in the area, although the underlying zoning was not changed. These conditions would continue under the No Project alternative.

Conclusion: The No Project alternative would result in fewer significant transportation

impacts to intersections and freeways than the amended North Bayshore Precise Plan, which includes up to 9,850 multi-family dwelling units. The No Project alternative would avoid the proposed amended Precise Plan's significant greenhouse gas emissions impacts, and would avoid the amended Precise Plan's impacts from construction air quality, groundborne vibration, and hazardous materials.

The No Project alternative would not fulfill the new, additional objectives of the City for the amended North Bayshore Precise Plan, including the objectives of the City to construct new housing, develop complete residential neighborhoods, improve the jobs-housing balance, and promote housing affordability.

- **Reduced Residential Alternative:** A Reduced Residential alternative could include allowing only the estimated maximum number of residential units within North Bayshore that could be accommodated by the capacity of the three gateways into North Bayshore. Under this scenario, up to approximately 3,000 multi-family dwelling units could be developed in the North Bayshore area. In order to implement the maximum amount of residential development (3,000 dwelling units), unit sizes similar to those assumed for the project would be combined with a reduced parking ratio (e.g., 0.6 spaces per unit). The 3.6 million square feet of office and commercial development in the adopted Precise Plan would still be included under this Reduced Residential alternative.

Conclusion: The Reduced Residential alternative would reduce some of the intersection and freeway impacts that would be anticipated under the Precise Plan. Other impacts associated with development would be reduced, but would still remain. This alternative scenario, however, would not completely fulfill the objectives of the Precise Plan to develop complete neighborhoods, improve the jobs-housing balance, reduce vehicle trips through internalization and increased mode share, and provide affordable housing units.

- **Increased Gateway Capacity Alternative:** The proposed amended North Bayshore Precise Plan considers the possible addition of a Stevens Creek bridge crossing for pedestrian/bicycle and transit vehicle access. An alternative to the proposed project to reduce vehicular congestion by addressing vehicle capacity limits at the gateways would be to provide an additional vehicular access to the North Bayshore area, either via a bridge over Stevens Creek, or another crossing of US 101. The addition of a new gateway would provide additional capacity for travel in and out of the North Bayshore area. Possible gateway connections might include a bridge over Stevens Creek near Charleston Road or La Avenida Avenue, and/or an additional crossing location under US 101 connecting Charleston Road to Landings Drive. Any new gateway connection would need to be further evaluated to determine its benefits and impacts. It is assumed this alternative would include the same amount of commercial and residential development as the proposed amended Precise Plan.

Conclusion: The Increased Gateway Capacity alternative would improve traffic circulation within North Bayshore and reduce congestion of vehicles entering and exiting the area. All other impacts of the project would be similar under this alternative, with the exception of

potential increased biological impacts. This alternative, particularly a new crossing under US 101, is contrary to adopted General Plan policies to not widen streets or construct substantial new transportation infrastructure that prioritizes automobile vehicle travel over other modes of transportation.

The SEIR also considered, but ultimately rejected the following alternative scenarios:

- **Location Alternative:** No location alternatives were identified, due to the large size and site-specific nature of the proposed project. This quantity of development within Mountain View could be expected to have similar intersection and freeway impacts, or possibly other traffic impacts, as well as greenhouse gas emissions impacts and cumulative regional air quality impacts. Therefore, since no suitable alternative site was found that could meet the basic objectives of the project and suitably reduce the significant impacts of the project, a location alternative was not analyzed further.
- **Design Alternative:** An alternative to the proposed project would be to adjust (reduce) the parking supply. The amount of parking provided for residential development influences the vehicle trip generation. Lower parking ratios typically mean that fewer residents own and regularly operate vehicles, while higher parking ratios allow more vehicle ownership and operation. A further reduction in the residential parking ratio from 0.6 spaces per unit was not considered feasible at this time for the purpose of this environmental analysis, given the currently limited multi-modal infrastructure and services available in the area.
- **Increased Residential Density Alternative:** An alternative to the proposed project to avoid the project's significant, unavoidable GHG impact would be to substantially increase the residential population within the North Bayshore Precise Plan area, such that the GGRP threshold of 4.5 MT of CO₂e/year/service population would not be exceeded. While a detailed quantitative analysis was not completed for this alternative, it is estimated that approximately 15,750 additional residents or an additional 9,000 residential units (assuming 1.75 residents per unit) above what is proposed by the amended Precise Plan, with the additional residents not generating any mobile emissions, would be necessary to reduce annual CO₂e emissions per service population below the 4.5 MT threshold of significance.

As described previously, the proposed amended Precise Plan contains residential and office TDM requirements already considered aggressive in terms of reducing vehicle trips. A further increase in population assuming that it could result in zero additional vehicle trips would not be practicable. For these reasons, this alternative was rejected from further consideration.

- **Environmentally Superior Alternative:** The CEQA Guidelines state that an EIR shall identify an environmentally superior alternative. If the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. Based upon the previous discussion, the "No Project Alternative," which is the existing North Bayshore Precise Plan, would be the

environmentally superior alternative. (The existing North Bayshore Precise Plan, however, would maintain a higher VMT rate without the addition of residential uses.)

Although significant freeway and intersection impacts would still occur, these impacts would be greater with the residential development allowed under the amended North Bayshore Precise Plan. The “No Project Alternative” would not result in impacts to sensitive uses from hazardous materials contamination, groundborne vibration, and other construction impacts from the development of new residential uses.

Apart from the “No Project” alternative, the alternatives considered would not substantially reduce the significant intersection and freeway impacts. The Reduced Residential alternative would somewhat reduce intersection and freeway impacts and, therefore, would be the environmentally superior alternative. This alternative, however, would not fulfill most of the amended Precise Plan’s objectives for the density of new residential units in the area.